Head office of CRIC-CCCC Joint Venture
Rajka Mitića 8
11040 Beograd

Br: **NAD-NSSB-JV CRIC-CCCC-2797**
Datum: 16.07.2024.

Projekat: Pružanje usluga stručnog nadzora nad izvođenjem radova na rekonstrukciji i modernizaciji železničke pruge Novi Sad-Subotica-državna granica

Project: Supervision Services of Reconstruction and Modernization of the railway line Novi Sad – Subotica – State border

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Predmet: Odgovor na dopis Izvođača u vezi izmene u izvođenju protivkliznih kontrasnih traka na stepeništu

Subject: Response to the Contractor's letter regarding the modification sin the execution of works on the slip resistance contrast markings on the staircases

Referenca:
HDJV-NSSB-DES-IZS-2024-0271 od 28.06.2024.

Ref:
HDJV-NSSB-DES-IZS-2024-0271 dated 28.06.2024

Poštovani,

Dopisom HDJV-NSSB-DES-IZS-2024-0271 od 28.06.2024. Izvođač se obrato sa zahtevom da Nadzor razmotri predlog da se kontrastne trake na stepeništu postave samo na gazišta stepenika u širini od 5 cm.

Projektnom dokumentacijom predviđeno je postavljanje kontrastnih traka na prvom i poslednjem stepeniku širine 10cm (gazište 5cm i čelo 5cm) što je rešenje koje je prihvaćeno u TSI PRM matrici u fazi „razmatranje projekta" kao i na Sektoru 2 (što je evidentirano u izveštajima NoBo inspekcije).

Saglasni smo sa predlogom Izvođača da se izmeni rešenje i kontrastne trake postave na način koji predlaže Izvođač, poštujući zahtev ISO 21542:2011, § 13.5:

„Preferably, a visual warning line with a single strip of 40 mm to 50 mm without a break shall be provided on the front edge of the going of each step with a minimum difference in LRV of 60 points and may return down the riser for a maximum of 10 mm. The visual indicator on the going may be set back a maximum of 15 mm from the front of the nosing. As an alternative solution, a visual warning line with a

Dear,

In the letter HDJV-NSSB-DES-IZS-2024-0271 dated 28.06.2024 the Contractor sent a request to the Supervision to review the proposal to place the contrast markings only on the step treads, width 5cm.

The design documentation foresees placing the contrast markings on the bottom and top step, width 10cm (thread 5 cm and front 5 cm) which is the solution accepted in the TSI PRM matrix at the "design review" phase, the same as for the Sector 2 (as recorded in the NoBo inspection reports).

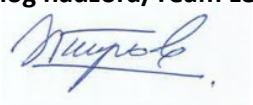
We agree with the Contractor's proposal to modify the solution and place the contrast markings in the manner proposed by the Contractor, all in compliance with the following requirement of ISO 21542:2011, § 13.5:

"Preferably, a visual warning line with a single strip of 40 mm to 50 mm without a break shall be provided on the front edge of the going of each step with a minimum difference in LRV of 60 points and may return down the riser for a maximum of 10 mm. The visual indicator on the going may be set back a maximum of 15 mm from the front of the nosing. As an alternative solution, a visual warning line with a

width between 50 mm and 100 mm shall be provided on the going of the first and the last step of the flight.“	width between 50 mm and 100 mm shall be provided on the going of the first and the last step of the flight.”
Izvođač ima obavezu da, ukoliko je potrebno, a u skladu sa zahtevima sertifikacionog tela (NoBo), izvrši neophodne izmene na terenu u cilju dokazivanja ispunjenosti zahteva TSI u procesu verifikacije podsistema TSI.	The Contractor is obliged to make required modifications on site, if necessary, all in accordance with requirements of the certification body (NoBo), all in order to prove the fulfillment of TSI requirements in the TSI subsystem verification process.

S poštovanjem/Regards:

Rukovodilac stručnog nadzora/Team Leader
Dragan Gligorov



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